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1. A new shipment plan for inland shipping was scheduled by Deputy Minister-president Heinrich Rau in connection with new instructions on a co-ship program for heavy industry in 1953. 2,740,000 tons and 3,783,000 tons had been scheduled respectively for the first and second quarter in 1953, and 2,697,000 tons and 3,334,000 tons had actually been shipped, 3,705,000 tons, as compared with 3,435,000 tons by the previous plan, and 4,364,000 tons, as compared with 4,040,000 tons scheduled by the previous plan, were planned for the third and fourth quarter. [] believed that these increased shipment figures could not be reached as the capacity of the inland fleet, particularly that of the tugboats available was insufficient. [] stated that such increasing failures would even worsen the present situation and that transshipment facilities at the various ports were inadequate.¹
2. The new shipment plan for inland vessels for July 1953 which was redrafted in connection with the new planning system and was based on the old plan and the increases scheduled, provided for a total output of 1,350,000 tons, equivalent to a quarterly output of 450,000 tons. Only 360,000 tons of the new plan were shipped up to 10 July, as against 450,000 tons scheduled.²

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